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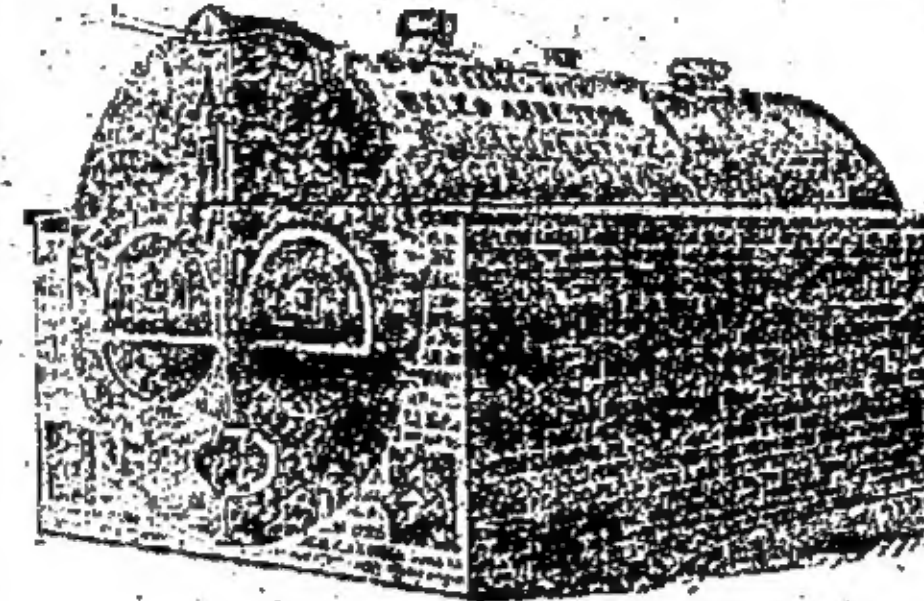
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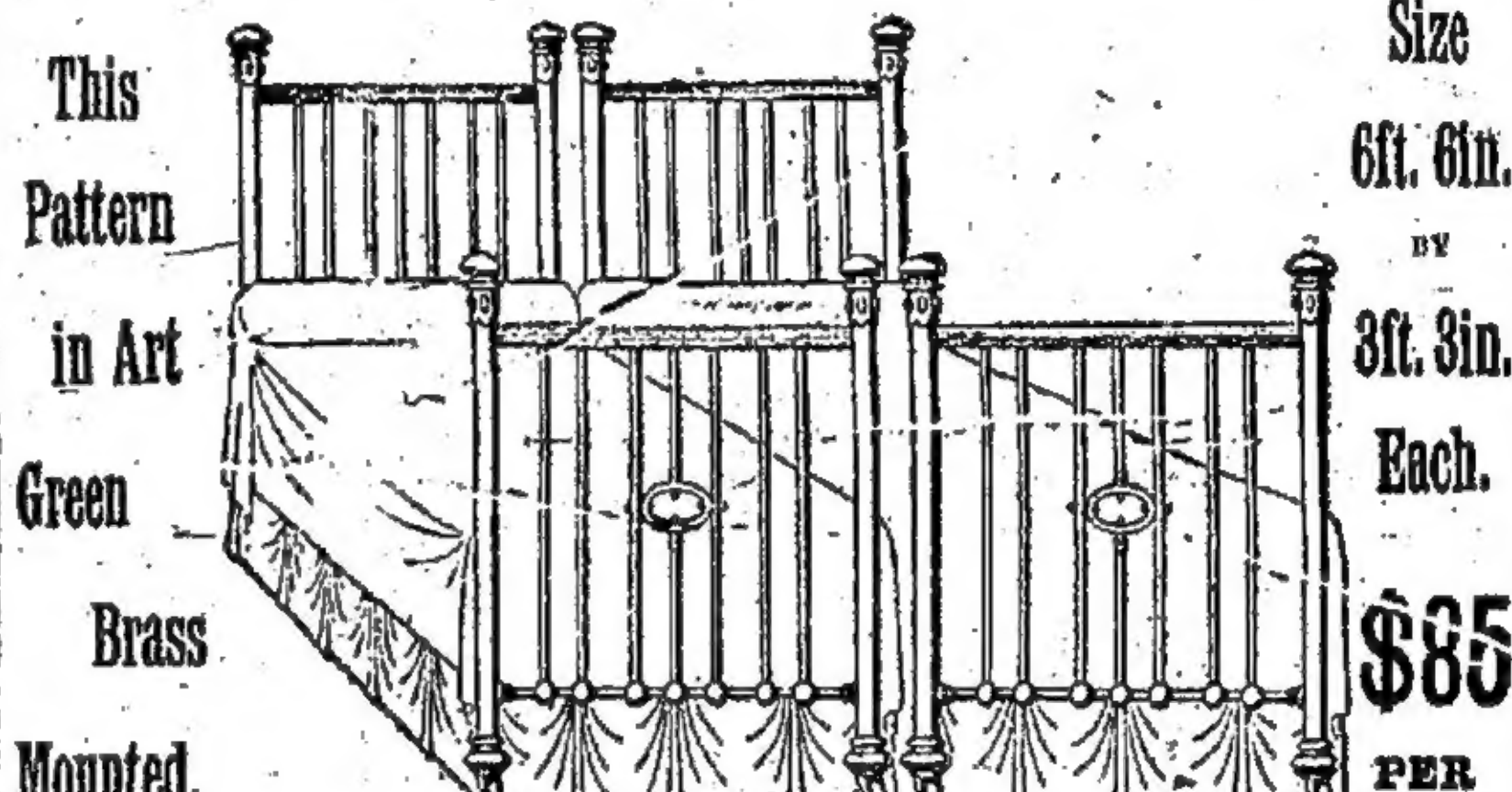
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Hongkong, July 6, 1905.

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Goods per Delightful undelivered after this date subject to rent.

Goods per Japan not cleared at 4 p.m. on this date subject to rent.

Goods per Laisang undelivered after 4 p.m. on this date will be landed.

General Memoranda.

FRIDAY, July 14:—

3 p.m.—Auction of Leasehold Property at Messrs Hughes & Hough's Sales Rooms.

Goods per Glenlogie not cleared on this date subject to rent.

SATURDAY, July 15:—

12.30 a.m.—Meeting of The Hongkong Electric Co., Ltd., at Co.'s Office.

MONDAY, July 17:—

11 a.m.—Auction of 300 Logs-Hardwood at No. 3, Wing Wo Chan, Mongkok.

3 p.m.—Auction of Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.

Goods per Japan undelivered after this date subject to rent.

TUESDAY, July 18:—

Goods per Laisang not cleared at 4 p.m. on this date subject to rent.

The China Mail.

HONGKONG, TUESDAY, JULY 11, 1905.

THE INVASION OF SAGHALIEN.

The invasion of Saghalien, as fore-

casted some days ago by our Tokio

correspondent, and confirmed by official

reports which we publish to-day, opens

up a new phase of the war. Despite

the herring of peace which is being

dragged across the trail of the Russian

army in Manchuria the Japanese are

not to be put off the scent. It was

possibly hoped that the talk of an

armistice would cause the Japanese to

hold back any new expedition that

might be setting out with Vladivostok

as an objective, and if such was the

wish those indulging in it are to be

disappointed. Japan is not to be

deterred in her forward movements by

any chimerical peace proposals and

apparently intends to push forward

whilst ever there is a Russian force

ahead of her which requires beating.

Up till the time when the Baltic Fleet

was disposed of no serious move had

been made towards the capture of

Vladivostok, though an eye was kept

upon the fortress, but now that there

is a clear field ahead serious attempts

are to be made to sweep the

Russians right away from Eastern

waters. In such an enterprise the

capture of Saghalien was imperative,

and the scheme of invasion is in all

possibility co-ordinate with a land move-

ment in Manchuria—a movement

which will develop in its entirety im-

mediately Saghalien is well under the

control of Japan and capable of being

used as a base for the fleet which will

obviously be utilised on the Amur River.

Saghalien is of immense importance to

Japan in her newly-developed campaign.

What is evidently aimed at is the

utilisation of the Amur River for the

transportation of troops and stores to the

rear of the Russian forces in Manchuria

and into the Trans-Baikal region if

necessary. So far as the invasion of

Saghalien is concerned little resistance

was expected. The Russians have

fought a little and fled, and their

ultimate defeat or capture is but a matter

of time. The fortifications of the island

were never kept up to any great strength

and in fact there were no casemated

forts—unless some have hastily been

run up during late months—but merely

earthworks on the high ground over-

looking the straits. In 1903 the

number of guns at Port Alexandrofsk—

the principal town on the island—was

only four light field guns, whilst at

Port Dany there were only two of the

same type. At Port Korsakovsk—

where the Japanese commenced their

attack—it was proposed to station two

guns near the mouth of the bay, and

four to protect the town, an artillery

captain named Savchenko being sent

out in 1903 to superintend their

erection. The forces for the defence

of the island consisted of four infantry

battalions, of about 2800 men, but in

times of war the number could be raised

to about 3500. How far the inhabi-

tants would go in assisting to resist an

invasion cannot be said. The popula-

tion, exclusive of the garrison, is about

8000, of which about 2000 are prisoners,

who are not at all likely to

lend a hand in the suppression of

a force that promise to be their

deliverers. The remainder of the

population are either exiles, who

have settled down, Ainus, Gvaks, or

Drochens. These people have not

been taught to revere Russian rulers,

and the result is that they would have

little to do with any fighting directed

against the Japanese. We can look for

the complete acquisition of Saghalien in

a very short period, unless the Russians

show some extraordinary tactical genius

—and once that is brought about the

invasion of the Amur region should

quickly commence. As the signs read

Japan will ultimately become the

conquerors of Manchuria, Saghalien,

East Siberia, and the Amur province,—

the greatest accession of territory yet

secured by one brief war—and then

peace may be brought about, unless

Russia imagines that by maintaining a

state of war in the Trans-Baikal she

will some time in the future get better

peace terms from Japan.

The alliance between British aristocracy

and American business is having some un-

anticipated effects. As is well known, the

dual house of Manchester is not the most

flourishing in the way of income. So when

the young duke married millionaire Zim-

merman's daughter, it was felt that when

ocean and coin enter into partnership

the firm is almost sure of suc-

cess. But M. Zimmerman, being self-

made, is a firm believer in industry

as an important factor in happiness.

From his standpoint there is no necessity

for Satan to find mischief for idle hands

—they find it for themselves. Thus it comes

that, in order to subsequently fill an im-

portant post, the titled son-in-law is to

learn everything concerning railway affairs

from the bottom of the ladder to the top

BY TELEGRAPH.

['CHINA MAIL'S EXCLUSIVE SERVICE.]

[SUPPLIED BY REUTER, via DOWNEY.]

[Received on July 11, at 6.7 p.m.]

THE SUNKEN SUBMARINE.

THE FLOATING OPERATIONS.

Adventure of the Minister of

Marine.

LONDON, July 10.

The French submarine which foundered

in Lake Bizerta has not been raised

since it sank a second time owing to the

collapse of a crane.

Operations have been continued, but it

is thought that several days will elapse

before the vessel can be got to the

surface.

The Minister for Marine visited the

scene of the accident, and went for a

long submarine trip on a sister ship.

THE "CANADA" TROUBLE.

NEW CREW EMBARKED.

LONDON, July 10.

The trouble on board the cruiser

"Canada" has been settled.

TUESDAY, JULY 11, 1905.

THE CHINA MAIL.

THE 'TRAVANCORE' CASE.

THE MARINE COURT INQUIRY.

The inquiry into the circumstances surrounding the stranding of the sailing ship "Travancore" (Captain W. G. Chamberlain) and into the charges made by the crew against the Captain, was continued to-day at the Marine Magistrate's Court.

The Court consisted of the Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President), Lieut. C. K. McCallum (H.M.S. "Tamar"), Captain Pybus ("Empress of Japan"), Captain St. John George ("Macquarie") and Captain Rolih ("Tajpang"). Mr. O. D. Wilkinson (of Messrs. Wilkinson and Grist) appeared on behalf of Captain Chamberlain; Mr. John Hays (of Messrs. Johnson, Stokes and Master) represented the owners; but the crew were not represented by a solicitor.

The following additional evidence was given after we went to press yesterday: Mr. Wall continued, on June 1 the first mate told me he had been talking to the captain about cutting a hole in the ship and letting her sink and asked me to tell the crew. I asked him if I could get my tools from the boatman's locker first. He said he would see. I did not hear anything more and did not tell anyone about it. The stevedore told me the "Travancore" was not towed behind the "Travancore" into Harlem Bay, but the captain's orders were not carried out after getting into Harlem Bay.

By Captain George—The mate was a little excited when he spoke about scuttling the ship; I cannot say whether he was drunk or sober. The first I knew about the charges against the captain and mate was when I received a summons to attend.

By Mr. Wilkinson—The mate did not tell me the crew. I don't know his object for wanting to scuttle the ship. The boatman did not tell me that the mate had spoken to him about the same subject.

By the President—You know this is a very serious charge and yet you accuse the mate of wishing to commit it? Witness—Yes, I am here to speak the truth and I am speaking it.

The Chief Mate—What time did I tell you that? In the afternoon. The Chief Mate—Why should I tell you? If I wanted to scuttle the ship I could do so without any noise; there are lead pipes in the ship—No, you couldn't; we would hear you.

The President stopped the discussion. Mr. Pybus, able seaman, said that he was on watch from midnight until 3.15 a.m. on June 1. During that time several attempts were made to scuttle the ship, but he was successful in preventing them. He allowed the ship to keep on her course. When he got on deck about 7.45 a.m. on June 1 he could see the ship was too close to the shore. He referred to the orders given by the second mate and said that he expected the order "let go anchor." The captain ordered the men into the boats and then, when they did so, asked them if that was what they intended to do. They went back to the ship and witness saw the mate come out of the cabin with the deck log, which he tore up and threw overboard.

By Captain George—I don't know for certain that it was the deck log that the mate tore up. It looked like it, but might have been an old log.

By Mr. Wilkinson—The mate did not say anything about scuttling the ship to me. I saw by the papers that the boatman spoke about it and the carpenter told me about it this morning.

TO-DAY'S EVIDENCE.

The enquiry was continued at 2 o'clock this afternoon.

Captain Chenoweth, (Chinese revenue cutter "Likin") was called. He stated—At 8 p.m. on June 2 the crew of the "Travancore" came on board the "Likin." Captain Chamberlain had been on board previously and stated that his men refused to stay on board any longer. The officer on watch on board the "Likin" at 10 p.m. that night reported that the "Travancore" was about to scuttle. There was a little difficulty in getting them to leave the "Likin." They were looking about for oilskins, owing perhaps to a squall of rain which had just fallen, and took about 15 to 20 minutes to get away. The crew made an attempt to get alongside the second mate (which only he knew) so he had to go to the aid of his own men to assist. After being unsuccessful in getting the ship off the crew returned to the "Likin." At 11 a.m. the crew left the "Likin" and were in the boats when the "Robert Cooke" hoisted anchor. He thought that the signal by the "Robert Cooke" meant to send a boat down to stand by the "Travancore" in case she needed it. When I found I was not needed I went back and towed the boats to Harlem Bay.

By Captain Pybus—The witnesses were not out in a proper direction. I do not think the men were particularly slack in their movements, their hesitation to leave the "Likin" did not appear to be premeditated. There was a tremendous shower of rain falling at the time and it seemed as if they were waiting for a lull. Their delay was not more than would be usual under the circumstances. There were one or two "lame ducks"—one I felt inclined to throw into the boat.

By Captain George—The captain said the men were afraid of the mate falling over the ship's side. There was very little swell and the sea was calm. Captain Chamberlain did not seem to think there was any danger. When the "Likin" arrived the "Travancore" had one hawser out, but later on a second was run out.

Henry Wylie, sailmaker, deposed—I have been to sea since 1870 and joined the "Travancore" in England. On the early morning of May 31, I was kept awake owing to the drunkenness of the crew. The drink was brought on board by two men. I could not say whether Mitchell was sober on the morning we left port. The captain was on deck and was not the worse for liquor; I have never seen the captain the worse for liquor, nor did I see the captain fall. I saw Murphy fall, but he had been drinking all night. I also fell, but that was owing to the slippery state of the deck. I did not think the ship would miss any when the order was given to go about. There was not much notice taken by the crew, they did not care whether they had anything or not. Ordinarily they would have been smarter. There was very little swell and the sea was calm. Captain Chamberlain did not seem to think there was any danger. When the "Likin" arrived the "Travancore" had one hawser out, but later on a second was run out.

ship off the rocks, the crew set the sails they were ordered to, but did not square the main yard, as they (the crew) thought it unnecessary to do so. The crew when ordered to set the sails said—"No, we're not going to set the sails, you can set them yourself!"

When the boat's crew returned to the "Travancore" from Hongkong I heard the second officer say—"We've fixed the old man; his ticket's gone."—for the "Travancore" on the morning of June 3. Mitchell—Was I intoxicated when we left Hongkong?—Yes.

Do you think the captain would allow me to steer the ship through the harbour if I was drunk?—How would they know you were drunk?

Mitchell—I was at the wheel for over three hours and had I been drunk the captain would not have allowed me to remain.

The President—Do you think an intoxicated man could steer a ship?—Wylie—Yes, unless he's really drunk.

Do you mean to distinguish between the different stages of drunkenness? Was Mitchell drunk?—He was not drunk; he was in drink.

Proceeding.

AUSTRALIA AND THE HOMELAND.

Important Statement of Policy.

Mr. G. H. Reid, Prime Minister of Australia, speaking at Toowoomba (Q) on June 9 referred pointedly to the position in the Far East. "I am glad," he said, "that there is some prospect of a peaceful settlement of the terrible war in the East. One lesson that we could not help learning out of the struggle between the forty millions of the Russian Empire and the twenty millions of the Japanese Empire was not only from the degree of human power and skill, but also from the humanity which the Japanese have shown towards their enemies. The world has been astonished at Japan's conduct at moments when her national character was strained to the utmost. One of our ideals, I hope, will be to cultivate friendly relations, while preserving the integrity of our own race, because we have seen the eyes of the world turned to Australia in the days to come. We look forward to a vast development of industry on this mighty continent by the few millions of the Australian race, and we also hope to look forward, not only to the internal development of this magnificent and unexplored territory, but to her destiny on the seas and in the markets of the world."

There are two things which have been done by the laws of this Commonwealth, which have earned for us the dislike of our own countrymen. Whilst we hope to secure Australia the everlasting home of the Australian people, we can never claim to monopolise the oceans that are open to all humanity. We are prohibiting our British subjects and other coloured members of the human race from working ships which carry the flags of England and Australia. I say that law has aroused feelings of hatred and antagonism for which there is no justification. (Cheers.)

"Some people say," continued Mr. Reid, "Why don't you alter that? I cannot do so with my majority of two, some of whom I am not quite sure of on this point. I cannot alter the law of Australia, but I say that I cannot conceive myself coming before the people of Australia at the next election in any other way than I did at the last. I have tried to get the people of Australia to see the pitiable mistake of this alien great national principle, this invasion of a great human right. I will combine the people of Australia, expressing the same views, making the same appeal to the people of Australia, and I hope I will make it with better success." (Cheers.)

After denouncing the iniquitous operation of the contract clause in the Immigration Restriction Act, he said he was with those who looked forward to the day when our own defence coast. And in his view of an Australian navy standing as a bulwark of self-defence, he associated another glorious hope, that in days of our national strength we would be found ready to stand side by side with the mother country, whether in her hours of increasing greatness or in the hours of weakness and decay. If such an unhappy fate should befall us, Mr. Reid, "that there are some who become impatient when I indulge in these tributes of affection and gratitude to the mother country, but putting the matter on the lowest grounds of business interest the arguments in favour of loyalty to the mother country and Empire are overwhelming. The people of Great Britain understand us better now than they used to do. In the old days we were used to shower addresses of loyalty upon people of the mother country, but in our business transactions we were just as keen as with other nations. It was not until the hour of trial came, and the flag of the mother country was threatened, that the other part of Australian character came out, and displayed a feeling of most devoted loyalty, worthy of the brightest days of chivalry. Australians were then found, without the armour of the Middle Ages, exposing their naked breasts to death in defence of Great Britain, in the most remote quarters of the globe (Cheers). This exhibition of affection and self-sacrifice and dauntless courage was more glorious than any that Australia has ever known."

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 11th at 12.5 p. The barometer has risen in Japan, and a little changed elsewhere. Pressure is lowest over N. China and highest over the N. part of the China Sea and the Pacific towards the Loochoos. Gradients continue slight, and light S. winds are expected in the Formosa Channel and the N. part of the China Sea. Forecast:—Light S. winds; fine.

Don't Wait Until You Need It.

Do not wait until some of your family is laid up with a violent attack of colic or diarrhoea. A bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand when needed has saved many a life. Procure it at once. For sale by All Dealers; Watsons & Co., Ltd., General Agents.

THE EXTRADITION CASE.

Judgment Against the Prisoner.

In the matter of Wong Ka Cheung and in the matter of the Chinese Extradition Ordinance 1889.—Mr. H. N. Ferrers (instructed by Mr. O. Kong Sing) appeared for the prisoner, Wong Ka Cheung, while the Attorney General (Sir Henry Berkeley) and Mr. H. E. Pollock, K. C. (instructed by Mr. F. B. L. Bowley) represented the Crown.

Judgment was delivered by the Full Court on the points reserved in this action. In delivering judgment the Chief Justice (Sir Francis Piggott) said: On the hearing of the application for a *Habeas corpus* before me on June 6, I referred for argument before the Full Court the second, fourth and fifth points which had been raised on behalf of the prisoner: these points were argued on June 28. The second point was that the prisoner's surrender, though asked for an extradition crime, had in fact been made with a view to try him for an offence which is not an extradition crime (Article 4 (1) of the Ordinance). On this point the first difficulty which arose was with regard to the meaning of the expression "in fact with a view."

The learned Attorney General conceded that this question was governed by the ruling in *Artos's case* (1890—1 Queen's Bench, 108). All questions of *malus fides* on the part of the foreign government being put aside, under the English Act the ulterior object of the government to prosecute the person extradited for a political offence may be shown. So, under the Hongkong Ordinance, the ulterior object of the foreign government to prosecute the person extradited for a non-extraditable offence may be shown. "In order to prove the ulterior intention in the present case the proclamation of the Brigadier General at Tso Kung in Kwang Si province was put in. It may, I think, be legitimately argued from this document—issued in order to assist in the work of exterminating bandits from certain villages—that although the extradition of Wong Ka Cheung was only demanded for one crime of armed robbery, yet it does show the ulterior intention of the Chinese Government of punishing him, when they have got him, as a bandit. But a bandit obviously means a person who has been concerned in more than one armed robbery. The ulterior intention, therefore, if it exists, is to try the man for other extraditable offences than the one for which his extradition is demanded; but not for other non-extraditable offences. If this indeed be the ulterior intention, it is fully covered by the provisions of Article 4 (3), which provides that before the extradition is granted an engagement shall be given by the Chinese Government that the prisoner shall not be tried for any offence committed before his surrender other than the extradition crime for which his surrender is demanded. The second point therefore falls to the ground."

The fourth point was that the prisoner's guilt had not been proved as required by Article 22 of the Treaty of Commerce. On this point I have already indicated the many doubts which I felt in my former judgment; but the solution of them is somewhat easier than I at first anticipated. In the first place I accept the learned Attorney General's argument that the words used in Article 21 of the Treaty "on proof of guilt" cannot, from the reason of the thing, bear the meaning that the prisoner is to be found guilty. For, in the first place, the trial is to take place in China, and the proof of guilt will be there required according to Chinese law. In the second place the trial is not to take place in Hongkong, either under English or Chinese law, and the man will not be punished in the Colony. It would be impossible therefore to determine what law he was to be found guilty. The only possible interpretation of the words is that the Colonial authorities who are entrusted with the proceedings in Hongkong are to be satisfied that the prisoner is guilty. The Magistrate is the authority charged with the enquiry, and the evidence before him, under Article 10, is to be such as would justify the commitment of the prisoner to trial at the Supreme Court; if the crime of which he is accused had been committed in the Colony, I have already indicated that there appears, on the face of this provision, to be a variance between the Treaty and the local law for a Magistrate can only discharge, not acquit; or commit for trial but not find guilty. But what clearly is the meaning of Article 76 of the Magistrate's Ordinance, No 3 of 1893, and by the second part of that article the Magistrate is to commit the prisoner if his opinion "the evidence is sufficient to put the accused upon his trial for an indictable offence, or if the evidence given raises a strong or probable presumption of the guilt of the accused."

The provision of the Ordinance from the English Act, 11 and 12 Vict. c. 42, s. 25. This precise distinction between these two alternatives I have not to enquire, and the books do not throw much light upon it. It is sufficient to say that the second condition for commitment for trial does exactly fit in with the duty required of the Colonial authorities. If the first condition is not satisfied, then it would have been necessary to have gone into the questions of ultra vires, suggested in my previous judgment. But it does not, and we are, therefore, relieved from the duty of deciding a most troublesome point of law. Had it been necessary for us to do so we should have received material assistance from the learned Attorney General's argument. The Magistrate expressed the opinion that the prisoner was guilty. It is impossible to say that in doing so he was not acting in compliance with the law. But, in future, I think it would be better for the Magistrate to adhere rigidly to the words of Article 76 and to say whether or not the evidence given raises a strong or probable presumption of the guilt of the accused. The fourth point, therefore, falls.

On the fifth and last point Mr. Ferrers admitted that the cases were too strong for him to contend that this Court could review the Magistrate's decision as to facts. The law is too clearly established for this to be done. He contended, however, that under Article 15 of the Magistrate's Ordinance, the Magistrate ought to have heard the complainant—who was, he said, the Chinese officer in charge of the case. But Article 15 is in Part II of the Ordinance, which deals with "Procedure in respect of Summary Offences." There is no such provision in the part which deals with indictable offences. The fifth point, therefore, also falls.

All the points which the ingenuity of Counsel has raised on behalf of the prisoner have thus been over-ruled. All of them were thus well worthy of consideration; some of them of considerable difficulty. The sum and substance of this decision is that while there have been some deviations from what I consider to be the strictness of practice which follow require, none of them have been sufficiently serious to warrant the *Habeas corpus* being set aside. The writ of *Habeas Corpus* is therefore discharged.

The Prisoner Judge—I concur. Mr. Pollock made an application as to the depositing security by the prisoner in view of the fact that an appeal was pending. He and Mr. Ferrers had agreed upon \$3,000 as being the amount required, in addition to the \$500 already in Court. The necessary order was made, deposits to be lodged before July 21. The Full Court then adjourned.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Sir Francis Piggott, Chief Justice.)

Thursday, July 11.

AMERICAN COURTS AND BRITISHERS.

Mr. H. G. Calhoun (instructed by Mr. F. P. Hett of Messrs. Brutton, Hett and Goldring) appeared on behalf of R. Smith, who sued W. Dunbar for \$270.73 gold. Mr. H. E. Pollock, K.C. (instructed by Mr. O. F. Dixon) represented the defendant.

The plaintiff in this action had secured judgment against the defendant in the Circuit Court of Oregon, U.S.A., but at that time defendant, who is a British subject, was absent from America. It was contended on defendant's behalf that he had not submitted to the jurisdiction of the U.S.A. Court, and therefore the judgment had no effect. On the other hand it was contended that by entering into a bond a Oregon defendant had submitted to the jurisdiction of the U.S.A. Court. Judgment was reserved.

BY WHARF AND WAVE.

The American ship "Kenilworth," which left Manila on June 24 but put back because of the storm, sailed for Hongkong on July 7 in tow of the steamer "Knight of St. George." The vessel carries no cargo.

The Austrian Lloyd str. "China," while going down river at about 2.30 p.m. on July 9 (says the *Shanghai Mercury*), got in trying to avoid a number of junks, got too close inshore when abreast of the I.O. "Yuen Fah" and collided. She made an effort to get off herself, but did not succeed. She let go one anchor which later on she had to slip. The Kichien Company tow-boat "Shun Fung" was hurried to the scene and in a few moments a tow line was passed aboard and the big ship was soon pulled into deep water without suffering any damage.

The steamer "J. L. Luckenbach," formerly the North German liner "Lahn," which arrived at Cavite with a cargo of coal for the Navy, recently lost a member of her crew by the explosion of a boiler which occurred when the vessel was nearing Port Nabal. After leaving the latter port a stoker was injured by another explosion in the furnace of a boiler. The damage caused on this occasion was repaired at Singapore. The Inspector of boilers of the Manila custom house will inspect the vessel's boiler and necessary repairs will be made previous to her departure from this port.

The Norwegian steamer "B. A. Brock" has on board a most novel life-saving device in the shape of a large buoy made of thin steel plates. To enter the affluents and small channels which connect the inside of the bay with the open sea, the buoy is fitted up with small lockers which are used for storing necessities, etc. In the top of the buoy there is a heavy glass port-hole through which if necessary a supply of air can be secured by means of a small pump which can also be used for pumping out any water that might get on an outer casing. Around the outside of the buoy are lashed heavy cables which are intended to give it stability in bad weather. There is room inside for ten people. The device is launched from the vessel from a platform—fitted up, and two rails which lead to the stern and as soon as a safe launching in any kind of weather.—*Shanghai Mercury*.

In passing sentence on Godfrey Hirst, mate of the "Wanchow" at Shanghai, His Lordship said—Godfrey Hirst, you have been convicted by the jury of wounding this unfortunate man, whose death ensued from your blows. The jury have taken a lenient view of your conduct, the jury did this in your own defence. I do not suppose that anyone was more sorry than you were that your conduct led in any way to the death of this man, and I am sure you were further from entertaining thoughts of felony which it is impossible to pass over entirely as leniently as one would wish because people who are put into authority in the way you are must know, and be taught by example if they do not know it themselves, that when they are charged with the duty of the country or of anyone who are not in some ways on the same level as themselves, not subject to the same self-control, they must be careful with the way they deal with them, and that it is their duty to see that people who are in their charge as the crews of ships are humanely dealt with. I wish to say, I say, I would pass on a more lenient sentence than that, but your position does not enable me to do that. It would never do for officers of ships to think that they were able, at the

risks at all events of a light punishment, to trust persons under them in the way in which I am afraid there is no doubt you treated the unfortunate man who subsequently died. I think that you have gone through a great deal and in sentencing you I do not propose to treat you as a ruffian, but the sentence must be one that you can feel and one which officers of ships that are placed in the same position as you are, will feel, is for them to bear in mind. I shall sentence you to three months' imprisonment with hard labour.

The "Yunnan."

As far as is at present known locally the China Navigation Company's steamer "Yunnan," which went ashore at Tongkang Bay, during the recent typhoon, has not yet been re-floated. The steamer was operated from Shanghai so that news concerning her only comes to hand slowly in Hongkong. It is known, however, that two steamers have gone to her assistance and one is believed to have conveyed a salvage party from Shanghai. The result of their efforts is not yet known.

To-day's Advertisements

NAVIGAZIONE GENERALE ITALIANA. (FLORENCE & RUBATTONI UNITED COMPANIES.)

STEAM FOR BOMBAY. VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAHAG, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA).

THE Steamship "ISOLIA," Captain COSCIOLA, will be despatched as above TO MORROW, the 12th instant, at Noon.

At BOMBAY the steamship discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, July 11, 1905. 1330

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MAZAGON.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and taken to their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be secured out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th inst. at 4 p.m. will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent. Hongkong, July 11, 1905. 1338

JAVA-CHINA-JAPAN LINE.

FROM JAVA PORTS & MACASSAR.

THE J.C.J.L. Steamship "TILATJAP," Captain KOORN, having arrived from the above ports Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after 15th inst. will be landed in the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, Limited, and stored at Consignees' risk and expense.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. No Fire Insurance has been effected. The Steamer will be despatched for Shanghai, Moji, Kobe and Yokohama, on the 17th inst.

Head Agency of the JAVA-CHINA-JAPAN LINE, Alexandra Buildings, Hongkong, July 11, 1905. 1339

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP PLEIADES.

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents. Hongkong, July 11, 1905. 1332

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP NUMANTIA.

FROM PORTLAND (OR.), YOKO, HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent. Hongkong, July 11, 1905. 1333

To-day's Advertisements

THERE IS BUT ONE

SPEEDICUT

High Speed Tool Steel, and that is

FIRTH'S SPEEDICUT

SOLE MAKERS.

Thos. Firth & Sons, LIMITED.

Norfolk Works, Sheffield.

Hongkong, January 6, 1904. 20-2

NOTICE.

L. ANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRIMSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLENGER and DORNER. And that they GUARANTEE NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

L. ANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1270

NOTICE.

DR. NEWELL WILSON, DENTIST, has REMOVED his Office from Vankin's Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 140.

Hongkong, June 20, 1905. 1187

NOTICE.

WE have authorised Mr. D. J. PETIGURAH to sign our Firm from this date.

R. S. WOONWALLA & CO. Hongkong, July 11, 1905. 1334

TO LET.

BELLEVUE PEAK ROAD, from 1st AUGUST. Apply to S. A. SETH, C/o Dairy Farm Co., Ltd. Hongkong, June 11, 1905. 1333

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON THURSDAY, the 13th July, 1905, at 11 a.m., at their SALES ROOMS, No. 8, DES VEXES ROAD, Corner of Ice House Street, SUNDAY HOUSEHOLD FURNITURE, ELECTRIC POCKET LAMPS and BATTERIES, PICTURES, PHOTOGRAPHIC CAMERAS and APPARATUS, JAPANESE CONTAINERS, RICEBAGS, CLOCKS, &c., &c., &c.

One GURLEY LIGHT MOUNTAIN TRANSIT with SOLAR ATTACHMENT and TRIPOD, 3 SIXTANS, ONE AMERICAN SAFE by NEW YORK EXPORT and IMPORT CO., ONE MANDOLIN and ONE ELECTRIC FAN. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, July 11, 1905. 1340

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND OF \$3.50 per Share for Six months ending 3rd June, 1905, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the COMPANY'S OFFICE. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 27th instant both days inclusive. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, July 11, 1905. 1337

THE WEST POINT BUILDING COMPANY, LTD.

AN INTERIM DIVIDEND OF One Dollar and Seventy-five Cents per Share for Six months ending 30th June, 1905, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the COMPANY'S OFFICE. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 27th instant both days inclusive. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., General Agents for the WEST POINT BUILDING CO., LTD., Ltd. Hongkong, July 11, 1905. 1338

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship "HAICHONG," Captain HOODS, will be despatched for the above Ports on FRIDAY, the 14th inst., at 10 a.m. For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers. Hongkong, July 11, 1905. 1331

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known GROWERS, BREWERS and DISTILLERS.

PRICE LIST ON APPLICATION. BARETTO & CO., Agents. No. 22 & 24, BANK B. BUILDING, Queen's Road. Hongkong, July 11, 1905. 1691

ROBINSON PIANO COMPANY, LTD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

FROM US

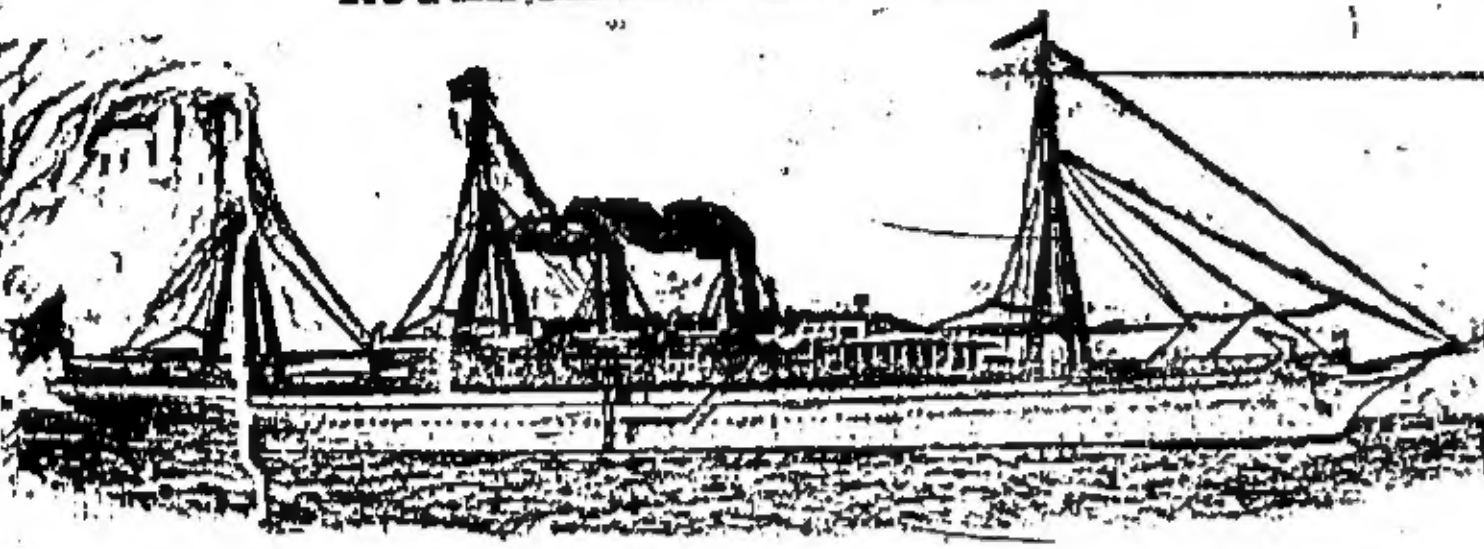
PIANOS

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via MANILA, SINGAPORE, PANG, Cebu, PORT SAID, SUEZ & MARSEILLE	PALMA G.W. COCKMAN, R.N.R.	About 12th July.	Freight only.
SHANGHAI,	COROMANDEL G.M. MONTFORT, R.N.R.	About 12th July.	Freight and Passage.
LONDON, &c.	SIMLA C.D. GOLDEN, R.N.R.	Noon, 15th July.	See Special Advertisement.
LONDON & ANTWERP, Via SINGAPORE, PANG, Cebu, and PORT SAID,	JAVA S. BARNHAM	About 20th July.	Freight and Passage.

For further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, July 10, 1905.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES
Calling at SHANGHAI, NAGASAKI, KOREA, YOKOHAMA AND VICTORIA, B.C.Sailing 8 to 7 days across the Pacific.
R.M.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).
EMPRESS OF JAPAN, Com. R. P. P. S. N. R. 6000 TONS, WEDNESDAY, July 12.
EMPRESS OF CHINA, Com. R. P. P. S. N. R. 6000 TONS, WEDNESDAY, Aug. 2.
ATHENIAN, Com. S. R. P. S. N. R. 3882 TONS, WEDNESDAY, Aug. 3.
EMPRESS OF INDIA, Com. E. B. S. N. R. 6000 TONS, WEDNESDAY, Aug. 23.
TARTAR, Com. W. D. S. N. R. 4225 TONS, WEDNESDAY, Sept. 13.

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 282.

Interchange of Steamers, £40. | £42. |The magnificent 'EMPRESS' STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B. C.), in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to
D. E. BROWN, General Agent,
FREDERICK STREET,
Hongkong, July 5, 1905.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KORE & YOKOHAMA; FOR

OPERATING IN CONJUNCTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON.
NUMANTIA	4370	DEMESE	July 16, 1905.
ARABIA	4483	MEYERHIN	Aug. 6, 1905.
ARAGONIA	5198	SCHULT	Aug. 26, 1905.
NICOMEDIA	4370	WAGNER	Sept. 16, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, July 8, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW AND AMOY,	PROMISE Capt. THORNTON	SATURDAY, About 15th July.
TAMSUI, VIA SWATOW AND AMOY,	TRIUMPH Capt. HARALDSEN	SUNDAY, 16th July, 8 a.m.
* SHANGHAI, VIA SWATOW, AMOY AND FOCHOW,	FRITHJOF Capt. HANSEN	SUNDAY, 16th July.
TAMSUI, VIA SWATOW AND AMOY,	PROTEUS Capt. KRAHE	SUNDAY, 23rd July, 8 a.m.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Service.
As soon as the state of Affairs permit the Company will resume running with its spe-
cially designed new Steamers.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 5, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, July 11, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWROAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KORE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail.
FLORIAN	3763	F. G. Purinton	About July 12.
STANWUT	3606	E. V. Roberts	About July 20.
TREMONT	3606	T. W. Garlick	About Aug. 8.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.The Twin-screw s.s. Stanwut and Tremont are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAPAN, AND SUMATRA PORTS.
EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL,	PATROCLOS G.W. COCKMAN, R.N.R.	14th July.
GLASGOW AND LIVERPOOL,	PARLON G.W. COCKMAN, R.N.R.	18th July.
GLASGOW AND LIVERPOOL,	ACHILLE G.W. COCKMAN, R.N.R.	28th July.
GLASGOW AND LIVERPOOL,	MACDON G.W. COCKMAN, R.N.R.	3rd August.
GLASGOW AND LIVERPOOL,	ORESTES G.W. COCKMAN, R.N.R.	4th August.
GLASGOW AND LIVERPOOL,	MACDON G.W. COCKMAN, R.N.R.	5th August.
GLASGOW AND LIVERPOOL,	MACDON G.W. COCKMAN, R.N.R.	9th August.
GLASGOW AND LIVERPOOL,	MACDON G.W. COCKMAN, R.N.R.	9th August.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP,	HYSON G.W. COCKMAN, R.N.R.	18th July.
* GENOA, MARSEILLES & LIVERPOOL,	TELEACHUS G.W. COCKMAN, R.N.R.	20th July.
LONDON, AMSTERDAM & ANTWERP,	AXAX G.W. COCKMAN, R.N.R.	1st August.
LONDON, AMSTERDAM & ANTWERP,	IDONEUS G.W. COCKMAN, R.N.R.	15th August.
* GENOA, MARSEILLES & LIVERPOOL,	STENTOR G.W. COCKMAN, R.N.R.	20th August.
LONDON, AMSTERDAM & ANTWERP,	PARLON G.W. COCKMAN, R.N.R.	28th August.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and KENNESAW,	TELEACHUS G.W. COCKMAN, R.N.R.	17th July.
all PACIFIC COAST PORTS, via NAGASAKI, KORE & YOKOHAMA,	MACDON G.W. COCKMAN, R.N.R.	7th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 7, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CHEFOO & NEWORWANG,	HOPES G.W. COCKMAN, R.N.R.	13th July.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COBARTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE,	CHINGTU * G.W. COCKMAN, R.N.R.	14th July.
CEBU & ILOILO,	KAIFONG * G.W. COCKMAN, R.N.R.	14th July.
KORE,	TAIYUAN G.W. COCKMAN, R.N.R.	16th July.
SWATOW, WEIHAWEI, CHEFOO, AND TIENTSIN,	CHILU G.W. COCKMAN, R.N.R.	18th July.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light, Unrivaled Table.
A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, July 10, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-
ers between Hongkong and Manila—Saloon amidships—
Electric Light—Perfect Cuisine—Surgeon
Stewardess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	Manila	July 15, at Noon.
ZAFIRO	2540	R. Rodger	Manila	July 22, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, July 10, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.(With Liberty to Call at the
MALABAR COAST).S.S. INDRAWADI About 31st July. |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, June 29, 1905.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

THE Steamship

KENNEBEC, will be despatched on or about TUESDAY, the 25th July. |

For Freight, etc., Apply to

STANDARD OIL COMPANY
OF NEW YORK,

Oriental Freight Department,
4 Des Vaux Road Central.

Hongkong, July 6, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. To SAIL. 1905.

ST HUGO About Aug. 4. |

SHIMOSA To follow. |

For Freight and further information,
Apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, June 27, 1905.

Shipping.

PACIFIC MAIL S.S. CO.,

OCCIDENTAL AND ORIENTAL S.S. CO.,

TOYIO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU
on OAHU, on the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.	STEAMERS	TO SAIL
MONGOLIA	MONGOLIA G.W. COCKMAN, R.N.R.	18th July, at Noon.
CHINA	CHINA G.W. COCKMAN, R.N.R.	28th July, at Noon.
DORIO	DORIO G.W. COCKMAN, R.N.R.	11th Aug., at Noon.
MANCHURIA	MANCHURIA G.W. COCKMAN, R.N.R.	18th Aug., at Noon.
KOREA	KOREA G.W. COCKMAN, R.N.R.	1st Sept., at Noon.
COPTIC	COPTIC G.W. COCKMAN, R.N.R.	12th Sept., at Noon.
SIBERIA	SIBERIA G.W. COCKMAN, R.N.R.	26th Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct.
18th-23th, 1902; 10 days, 15 hours.

THE P.M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via
AMOY, SHANGHAI, NAGASAKI, KORE, (INLAND SEA) YOKOHAMA,
and HONOLULU on TUESDAY, the 18th July, at Noon, taking Freight for
the United States, and Europe. Passengers are allowed to break their journey at any
point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
Companies, QUEEN'S BUILDINGS.

Hongkong, July 6, 1905.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	LOONGSANG G.W. COCKMAN, R.N.R.	FRIDAY, July 14, at 4 P.M.
SINGAPORE, SOURA- BAYA & SAMARANG,	HINSANG * G.W. COCKMAN, R.N.R.	FRIDAY, July 14, at 3 P.M.
TIENTSIN	WOSANG G.W. COCKMAN, R.N.R.	MONDAY, July 17, at 3 P.M.
* SINGAPORE, PENANG AND CALCUTTA,	LAISANG G.W. COCKMAN, R.N.R.	TUESDAY, July 18, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
S.S. SWANLEY
S.S. COVATFIELD
S.S. CRANLEY
S.S. JERAL
S.S. ASOOT
S.S. LOTHIAN
S.S. INKUM
S.S. BIKH
S.S. SOFALA
S.S. INDRAGHAMA
S.S. INDRAGHAMA
S.S. SEALDA
S.S. CATHERINE PARK
S.S. INKULA

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS. FROM. EXPECTED ON OR ABOUT. WILL LEAVE FOR. ON OR ABOUT.

TJIMAHU JAPAN. | First half July. | JAVA PORTS. | First half July. |

TJILATJAP JAVA. | First half July. | JAPAN, via SHANGHAI. | Second half July. |

TJIPANAS JAPAN. | Second half July. | JAVA PORTS. | Second half July. |

BOGOR JAVA. | Second half July. | JAPAN, via SHANGHAI. | First half August. |

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,

ALEXANDRA BUILDINGS.

TELEPHONE No. 375.

Hongkong, July 7, 1905.

THE AMERICAN AND ORIENTAL
LINE.

FOR NEW YORK AND BOSTON,
With Liberty to call at the Malabar Coast.

THE Steamship

AFGHAN PRINCE, Captain MacFarlane, will be despatched for the above ports on or about WEDNES- DAY, the 12th July. |

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, June 28, 1905.

BRITISH INDIA STEAM NAVIGA-
TION COMPANY, LIMITED.

FOR AMOY, STRAITS AND
RANGOON.

THE Company's Steamship

PUNJAB, Captain Swanson, will be despatched above on SUNDAY, the 18th July, at Daylight. |

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 10, 1905.

1323

Shipping.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

AUSTRALIAN,

Captain MacArthur, will be despatched for
the above Ports on WEDNESDAY, the
12th July, at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrigerat-
ing Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewards
are carried.

N.B.—To assure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight

Intimations.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904.

OSAKA HOTEL,

NAKANOSHIMA PARK,

OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA
Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. HARI, Manager.

December 5, 1904.

CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondée en 1783. WERLE & Cie, Succrs.

ENGLAND DRY SEC. ENGLAND SEC. DRY ENGLAND. (EXTRA DRY).

\$48 per case of 12/1 or 24/2 bottles.

When asking for 'CLICQUOT', that is to say, for the genuine 'LA VEUVE
CLICQUOT', the public are cautioned against accepting other brands with closely
resembling names and labels.

APPLY TO—

CHINA EXPORT-IMPORT & BANK-CIE,

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

Notices to Consignees.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LON-
DON AND STRAITS.

THE Steamship
DENDIGISHIRE,
Captain W. A. EVANS, having arrived
from the above Ports, Consignees of
Cargo are hereby informed that their
Goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
at Kowloon and stored at Consignees' risk
and expense.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 12th
inst., will be subject to rent.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 12th inst., at
2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, July 6, 1905.

NOTICE TO CONSIGNEES.

GLEN LINE OF STEAMERS.

FROM LONDON, ANTWERP AND
MIDDLESBOROUGH.

THE Company's Steamship Glenlogan,
having arrived from the above ports,
Consignees of Cargo by her are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, where each consignment
will be sorted out mark by mark, and
delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be carried on unless
instructions are given to the contrary be-
fore 4 p.m. To-day.
Goods not cleared by the 14th inst., will
be subject to rent.
No Fire Insurance will be effected.
All Damaged Packages must be left in
the Godowns, and a certificate of the
Damage obtained from the Godown Co.
within ten days after the Steamer's arrival,
after which no Claims will be recognised.
McGREGOR BROS. & GOW.
Hongkong, July 7, 1905.

SING ON & CO.,

Nos. 35 & 37, HING LOONG STREET.
IRON, STEEL, METAL AND HARD-
WARE MERCHANTS.
Retail and Wholesale Importers, Pig Iron
and Foundry Coke Importers, and General
Storekeepers. PRICES MODERATE.
Hongkong, December 14, 1904.

MEH CHEUNG,

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL, CORNER OF
1587.

WEEKLY NEWS
FOR HOME.

The Overland China Mail

Published to suit the Department
of each English and French
Mail Steamer to Europe.
FULL REPORTS
AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)
\$17 per Annum (including Postage).
CHINA MAIL OFFICE,
5, WYNDHAM STREET, HONGKONG.

AN ECONOMICAL LODGING.

(For the China Mail.)

I was born of a thrifty Scotch family.
My father, a hard-working mason, was
extravagant only in whisky. Of this he
daily took a few drops. My mother was a
frugal, hard-working, somewhat close-set-
ted, saving woman. At sixteen years of age
I journeyed to Glasgow and succeeded in
getting a start as an apprentice in a Clyde
shipbuilding yard. My wages, 10/- per
week, had to suffice to keep body and soul
together, clothes to my back and boots to
my feet. I therefore, had to select econo-
mical lodgings and as I started work at 6
a.m. I searched for a place as near as
possible to the yard in which I worked.

In a large open bye-street of somewhat
poor appearance I observed a sign board
displayed in the wind-w. 'Lodgings.' I
thought whoever let apartments there
would not trouble to read lodger's letters,
and thinking the place might suit I applied
for admission. A careless, good-humored,
somewhat dirty-attired woman opened
the door and in a broad Scotch accent
invited me to inspect the 'lodgings.' A
single, sparsely furnished room with a bed
concealed in the wall—I asked the woman
(Mrs McColl) her terms.

'Four shillings the week for room, and
food to be paid for extra.'

I explained to her how frugal were my
means and requested her to be as cheap as
possible, whereat she said 'if her wean
could sleep in the room with me the charge
would be only three shillings.' This ar-
rangement I readily agreed to.

I didn't exactly enjoy my first day's ex-
perience in this dismal lodging. I called
for nothing from Mrs McColl except a
small repast of bread and butter with a lit-
tle tea. On retiring to bed I found Mrs
McColl had preceded me. A red hair-
ed unwashed old of twelve years. I turned
in and slept for a while but woke with
a most irritating feeling all over me.

Master McColl was not particular. He
slept on but I spent a miserable sleepless
night.

The next day I told Mrs McColl I had
reconsidered my decision about sharing the
room and preferred paying the four shill-
ings the week and having the room
entirely to myself. I bought that day
a supply of Keating's powder. Every
morning I used to go to my lodgings for
breakfast about 9 a.m. I often noticed
what a peculiar warm musty taste there
was in the portage ('paritich,' as Mrs
McColl termed it). It never seemed to come
steaming hot from the saucen, and Mrs
McColl used at times to perform some
slight of hand work producing it. I de-
termined to solve the mystery. I crept
quietly in one morning and caught her
in the very act—placing my porridge
under the bed clothes. I stopped taking
my breakfast at the lodgings. For my
dinner I occasionally bought a piece of
meat and Mrs McColl cooked it, and I used
often to fetch a small snack for tea which
Mrs McColl prepared. The first Saturday
I received pay, which was a fortnight after
I had taken the lodgings. I requested Mrs
McColl to furnish me my bill. It was very
cheap and read as follows—

To rent of room two weeks less one night Robin shared it, £	S. D.
say 1 d.	7 11
Soup for fourteen days	0 6
Paritich	0 9
Meat and cooking	3 0
Tax	2 6
	14 8

'What!' I exclaimed to Mrs McColl,
'Stop fourteen days' expense, lentils and
all! Why, my dear woman, Campbell, the
fisher, charges 2d. per pound for the bones
alone!'
'Och,' says she, 'Shure ye'er no a gen-
tleman to be a eating Flesher Camwell's
bones at two pence the lb. These yins
ye've sopped wi' the soup I bought no Jake
Tamson the rag man—two bawbees the
bundle.'

This astounding revelation so upset my
stomach I hastily paid the bill, and, to her
unmitigated astonishment, fled.

Contracted Chronic Diarrhoea.

While in the Philippines.

WHILE with the U.S. Army in the
Philippines I contracted chronic
diarrhoea. I suffered severely from this
terrible disease for over three years and
tried the prescriptions of numerous physi-
cians, but found nothing that did me any
good until I tried Chamberlain's Colic,
Cholera and Diarrhoea Remedy, two small
bottles of which entirely cured me and I
have since had no return of the disease.
—HARVEY SCOTT, 213 N. Union Ave.,
Pueblo, Colorado, U.S.A. For sale by
All Dealers; WALKERS & Co., Ltd., General
Agents.

SECOND EDITION:

HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIAM, THE MALAY
PENINSULA, CAMBODIA, ANAM, THAILAND,
SINGAPORE AND JAPAN.
Translated by EDWARD HANFORD PARKER
& JOHN H. COOPER.
Reprinted from THE CHINA REVIEW.
PRICE ONE DOLLAR.

For Sale at The 'CHINA MAIL' Office,
5, Wyndham Street.

Intimations.

FOR CANTON.

THE new and fast Twin-Screw Steamer
SAN CHEUNG,
551 Tons, Captain J. McINTYRE, will leave
for Canton at 9 p.m., on SUNDAYS,
TUESDAYS and THURSDAYS and return
to Hongkong on the following days, leaving
Canton at 8 p.m. Excellent accommoda-
tion, Electric Light, and perfect cuisine.
Wharf at Hongkong near Harbour Office.
First-class Fare, \$5 each way. Second-
class, \$1.00 each way. Meals, \$1 each.
Cargo Freight very moderate.
—CHONG ON STEAMSHIP CO., LTD.,
No. 138, Connaught Road Central,
Hongkong, April 1, 1905.

STEAM TO CANTON.

THE new Twin Screw Steel Steamer
KWONG CHOW,
1,309 tons, Captain J. P. MARTIN,
KWONG TUNG,
1,238 tons, Captain H. W. WALKER,
Leave HONGKONG for CANTON at 9
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5.30 o'clock Every Evening (Sunday
excepted).
These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity. Electric Fans in First-class
Cabins.
Passage Fare—Single Journey, \$4.00
Meals, \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
LYNCH
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST,
Hongkong, June 28, 1905.

HONGKONG-MACAO LINE.

S. S. 'WING CHAI,'
CAPTAIN T. AUSTIN, R.N.R.
THIS Steamer departs from Hongkong
on WEEK DAYS at 7.30 a.m.; and
on SUNDAYS at 8.30 a.m. Departs from
Macao on Week Days about 2.30 p.m., and
on SUNDAYS at 3.30 p.m.
Fares—Week Days: 1st Class, including
cabin and service, single \$3; Return
Ticket \$5. 2nd class \$1. 3rd class 50 cents.
Every Sunday there will be an Excursion,
at the following rates:—1st and 2nd Class
Single Ticket \$1, Return \$2, 3rd Class
Single 50 Cents, Return 50 Cents, Steuages
10 Cents.
Any Meals can be supplied on Board at
a charge of \$1.00 per Meal. On Sundays,
Passengers desiring to have a Private Cabin
which has accommodation for two or more
passengers, will be charged \$3 extra.
First-class Passengers who do not care to
return on the Excursion Sunday, will be
allowed to do so the following day (Mon-
day) on production of the Return Half
Ticket. Should the Steamer not run on the
Monday, owing to the Boiler Cleaning, due
notice will be given by the Captain, and the
Half Ticket will be available for the follow-
ing day. The Ship is lit throughout by
Electricity.
The Steamer's Wharf at Hongkong is at
the Western end of Wing Lok Street.
SAM WANG COY.,
81, Queen's Road Central,
Hongkong, June 1, 1905.

Contractors.

Lam Woo & Co.,
(Formerly Lee Woo & Co.)
No. 12, LEE YUEN STREET (WEST).
CONTRACTORS & HOUSEBUILDERS.
CONTRACTORS TO H.B.M.'s Govern-
ment and War Department. We
have always in Stock a large Supply of
Building Materials. All communications
please address to Mr LAM WOO.
Hongkong, March 5, 1905.

TUNG LEE,
(Late A. TAY).
SHIPBUILDER, BOATBUILDER
SHIPS' CARPENTER.
BLACK SMITH AND CAULKER.
Office at 374, Des Voeux Road West.
Workshop at YAUMATI.
Hongkong, March 22, 1905.

QUONG YICK,
CONTRACTOR AND HOUSEBUILDER,
No. 37, QUEEN'S ROAD EAST.
CONTRACTOR TO H.B.M.'s Govern-
ment. We have always a large stock of
BUILDING MATERIALS at Moderate
Prices.
Hongkong, March 20, 1905.

THE PO YICK COY.,
CONTRACTORS & HOUSEBUILDERS,
No. 250, QUEEN'S ROAD EAST, WANCHAI.
CONTRACTORS TO H.B.M.'s War De-
partment and Admiralty. We keep
always in Stock a Large Supply of Timber
at Reasonable Prices.
Hongkong, February 16, 1905.

TUNG ON,
CONTRACTOR AND BUILDER,
No. 53, D'AGUIAR STREET.
CONTRACTOR TO H.B.M.'s Govern-
ment, &c., &c. Communications
please address to Mr TUNG ON. Also,
every kind of Building Materials for Sale.
Hongkong, March 22, 1905.

KENG TAK CHEONG,
GENERAL CONTRACTOR
For Preparing
SITE, BUILDING AND RECLAMATION WORKS.
BLACKSMITH, JETTY AND LIGHTER
BUILDING AND MAINT.
No. 33, D'AGUIAR STREET.
CONTRACTOR TO THE WAR DEPARTMENT,
&c., &c. Every Order promptly at-
tended to. 1st Class Testimonials. Com-
munications please address to Mr K. KENG.
Hongkong, March 22, 1905.

K. Shu Tai & Co.,
HONGKONG & WANCHAI-WEI.
HEAD OFFICE: 117-119, Des Voeux Road.
NAVY CONTRACTORS, GENERAL
STOREKEEPERS AND BAKERS.
Wholesale and Retail in Provisions and
Tinned Goods, &c., &c.
K. SHU TAI, General Manager.
Hongkong, March 10, 1905.

Tung Tai Tseung Kee Co.,
ENGINEERS AND SHIPBUILDERS.
IRON AND BRASS FOUNDERS,
BOILER MAKERS AND COPPER SMITHS.
No. 25, PRAYA EAST, WANCHAI.
HONGKONG.
Call Flag O.
Hongkong, February 18, 1905.

Contractors.

SHUN LEE & CO.,

SHIPS' CARPENTER,
BOAT BUILDER, BLACK SMITH & CAULKER.
All kinds of Timber For Sale.
No. 50, PRAYA, WANCHAI,
HONGKONG.
C. CHUNG HEE, Manager.
Hongkong, March 20, 1905.

AH-PONG.

SHIP AND HOUSE PAINTER,
GILDER, GRAINER, AND SCRAPER, CAULKER
AND CARPENTER.
No. 44, DES VOEUX ROAD CENTRAL.
Hongkong, February 20, 1905.

Yau On,

HOUSEBUILDER AND CONTRACTOR,
No. 40, HOLLYWOOD ROAD.
CONTRACTOR TO THE Admiralty and
Chinese Government. Matched
Builder, and House Painter. Always in
stock a large supply of Building Materials.
Hongkong, March 10, 1905.

KWONG FOOK CHEONG

SHIPS' CARPENTER,
BOAT AND LAUNCH BUILDER,
ENGINEERS AND BOILER MAKER.
HAS EVERY KIND OF TIMBER FOR SALE.
55, PRAYA EAST, HONGKONG.
Hongkong, March 20, 1905.

AH-KING.

SLIP-WAY
YACHT AND BOAT BUILDER,
CARPENTER, Painter, Rigger, Sail and
Vig Maker, Brass, Copper and Black-
smith.
GENERAL CONTRACTOR.
PRAYA EAST, WANCHAI, HONGKONG.
Hongkong, February 13, 1905.

KANG ON & CO.,
BUILDERS AND CONTRACTORS,
No. 30, D'AGUIAR STREET.
CONTRACTORS TO H.B.M.'s Govern-
ment, Admiralty and War Department,
&c., &c. We keep always on hand the
largest supply of Building Materials at
Cheapest Prices. We defy Competition.
Hongkong, March 10, 1905.

WING ON,
CONTRACTOR AND HOUSEBUILDER,
No. 34, D'AGUIAR STREET.
CONTRACTOR TO H.B.M.'s Govern-
ment, War Department and Admiralty,
&c., &c. We keep always in stock a
large supply of Building Materials at very
reasonable Prices.
Hongkong, March 22, 1905.

A OHOO & CO.,
30, DES VOEUX ROAD, CENTRAL
GENERAL STOREKEEPERS,
NAVAL CONTRACTORS
AND
COAL MERCHANTS.
HAVE always on hand an Ample Stock.
Supplies executed at shortest notice.
Well-directed Steam-launches kept for
Picnic parties and for Towing purposes.
PRICES VERY MODERATE.
TELEPHONE: No. 160.
Hongkong, December 1, 1904.

A WING & CO.,
CONTRACTORS & HOUSEBUILDERS,
No. 75, QUEEN'S ROAD EAST.
ALL Communications, please address to
Mr ANDREW TSANG WING.
Hongkong, February 18, 1905.

SING YUEN,
CONTRACTOR AND HOUSEBUILDER,
No. 33, D'AGUIAR STREET.
CONTRACTOR TO THE P.W.D. from
1901 to 1903, and Admiralty, &c., &c.
We keep a large stock of Building Ma-
terials, also Timber at very Low Prices.
Hongkong, March 22, 1905.

SANG LEE & CO.,
CONTRACTORS AND BUILDERS,
No. 59, DES VOEUX ROAD CENTRAL.
Contractors to H.B.M.'s Government.
We always keep a large stock of BUILD-
ING MATERIALS at Reasonable Prices.
Hongkong, February 20, 1905.

KWONG HEP LOONG
CO., LIMITED.
SHIPBUILDERS AND ENGINEERS.
BOILER MAKERS, BRASS AND
IRON FOUNDERS.
Office:—No. 64, DES VOEUX ROAD
CENTRAL.

ALL Work done in this Establishment
is guaranteed. We have 32 years'
experience. Our Dry Docks are next to
Cosmopolitan Docks (San Sai Po) and can
accommodate any craft of 160 feet long.
We have at present a new fast Steam
Launches for Sale.
Hongkong, February 20, 1905.

HUNG SHING,
BUILDING CONTRACTOR,
No. 37, D'AGUIAR STREET.
CONTRACTOR TO
H. B. M.'s GOVERNMENT, &c., &c.
Hongkong, March 23, 1905.

'SIR ROBERT HART'S
MEMORANDUM'
A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the China Mail. To be
had in pamphlet form at this Office.
Price 50 Cents.
Hongkong, July 4, 1904.

'THE REVENUE OF CHINA.'
A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.
To be had at the Office of this Paper.
Messrs. KELLY & WALES, LTD.,
And Messrs. W. BARNES & CO.
Price, 50 Cents.

Banks.

THE BANK OF TAIWAN,

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).
CAPITAL SUBSCRIBED... Yen 5,000,000,
CAPITAL PAID-UP... Yen 2,600,000.

HEAD OFFICE:—TAIPEI, FORMOSA.
BRANCHES AND AGENCIES:
Amoy, Kobe, Tainan,
Anping, Nagasaki, Tamsui,
Fouchow, Ooka, Tokio,
Keelung, Shanghai, Yokohama.

HONGKONG OFFICE:
Interest allowed on Current Account.
Deposits received on terms which may be
learned on application.
S. SHIGENAGA,
Manager.
Hongkong, February 2, 1904.

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.
INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.
CAPITAL PAID-UP... £2,800,000
RESERVE LIABILITY OF SHARE-
HOLDERS... £800,000
RESERVE FUND... £276,000

INTEREST allowed on Current Account
at the rate of 2 1/2 per annum on the Daily
balance.
On Fixed Deposits for 12 months 4 1/2
" " " " " " " " 3 1/2
" " " " " " " " 3 1/2
" " " " " " " " 3 1/2
T. P. COCHRANE,
Manager.
Hongkong, May 10, 1905.

THE YOKOHAMA SPECIE BANK,
LIMITED,
ESTABLISHED 1850.
CAPITAL SUBSCRIBED... Yen 24,000,000
CAPITAL PAID-UP... 13,000,000
CAPITAL UNPAID... 6,000,000
RESERVE FUND... 8,720,000

BRANCHES AND AGENCIES:
Tokio, Kobe, Nagasaki,
London, Lyons, New York,
San Francisco, Hongkong, Bombay,
Shanghai, Tientsin, Newchwang,
Dairen, Peking, Mukden,
Port Arthur, Chefoo.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Part's Bank, Limited,
The Union of London and Smiths
Bank, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2 1/2
per annum on the daily balance.
On fixed deposits for 12 months, 5 1/2 per
annum.
On fixed deposits for 6 months, 4 1/2 per
annum.
On fixed deposits for 3 months, 3 1/2 per
annum.

TAKEO TAKAMICHI,
Manager.
Hongkong, May 22, 1905.

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORIZED CAPITAL... £1,500,000
SUBSCRIBED... £1,125,000
PAID UP... £625,000
RESERVE FUND... £110,000

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts
at the rate of 2 1/2 per annum on the Daily
Balance.
On Fixed Deposits:—
For 12 months... 5 1/2
" " " " " " " " 4 1/2
" " " " " " " " 3 1/2
" " " " " " " " 3 1/2
A. R. LINTON,
Acting Manager.
Hongkong, June 30, 1905.

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL... \$10,000,000
RESERVE FUND... \$10,000,000
Sinking Reserve, \$10,000,000
Silver Reserve... 8,000,000

RESERVE LIABILITY OF
PROPRIETORS... \$10,000,000
COURT OF DIRECTORS:—
H. A. W. SKEPE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, F. S. Baling, Esq.,
E. Goetz, Esq., H. Schubert, Esq.,
G. H. Medhurst, Esq., E. Shallen, Esq.,
A. J. Raymond, Esq., N. A. Sills, Esq.,
CHIEF MANAGERS:
Hongkong—J. R. M. SMITH,
Shanghai—H. E. R. HUNTER,
LONDON BANKERS—LONDON AND COUNTY
BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per
cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
" " " " " " " " 2 1/2
" " " " " " " " 2 1/2
" " " " " " " " 2 1/2
J. R. M. SMITH,
Chief Manager.
Hongkong, May 17, 1905.

HONGKONG SAVINGS BANK.
THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Rules may be obtained on ap-
plication.
INTEREST on deposits is allowed at
2 1/2 PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.
For the Hongkong and Shanghai
Banking Corporation,
J. R. M. SMITH,
Chief Manager.
Hongkong, May 1, 1900.

Banks.

INTERNATIONAL BANKING

CORPORATION.
FISCAL AGENTS OF THE UNITED STATES IN
CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

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